

Volkswagen Golf - Antiroll bar knock

The source of a very loud knocking noise can often be a surprisingly small bush. The humble D bushes on the antiroll bar often fail, allowing a tiny contact point between the bar and the metal frame. They can also go hard with age, and no longer provide a firm support for the antiroll bar. As in the case of this 2002 VW Golf, this allows a slight amount of movement of the antiroll bar in the bush, producing quite a loud knocking noise.

Replacing the bushes is a simple enough task, and it helps to remove the link arm to give the antiroll bar a little bit more movement. It also helps to replace the bush carrier bracket, and use a slightly longer bolt than is originally fitted. An extra 5cm on the length of the bolt is easily accommodated, but makes fitting much easier.



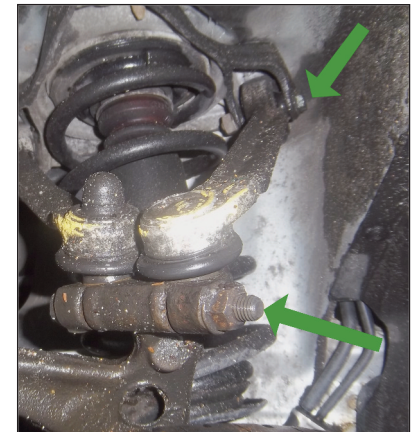
Removing the drop link, allows more movement and easier fitting of the new D bushes

The bushes are not symmetrically shaped, and will only fit properly in one way. Once the new bushes were in place on this Golf, the owner immediately noticed the lack of the knocking noise that he had previously been putting up with.



Stephen Rothwell

Audi A4 - Top swivel change



The long pinch bolt holding the swivels can often seize into place, the front securing bolt is too long to remove without moving the strut top.

Reaching the 100,000-mile mark, this 1999 Audi A4 was in for the NCT. We were not expecting too many problems and the motor only required a couple of top swivels replacing. The owner was quite happy for us to go ahead with the repair.

The A4 has two top swivels, both are attached to a top arm. There is one potential problem which we come across regularly when replacing these. The long bolt, which goes through and clamps both swivels into place on the hub carrier, can corrode and be difficult to remove.

In the past, we have had to cut off the head of the bolt and then remove it by winding the remaining portion back on the thread with the nut. A new bolt then needs to be fitted.

This job went without any problems though, and the bolt came straight out. All that was left to do was disconnect the inner bolts. Because the front bolt is too long to come straight out, this means that the strut top mount must be disconnected and with the suspension dropped down, it can then be pushed to one side. This allows enough room for the bolt to be removed, and replaced.

Peugeot 1007 - Cure-all ABS sensor

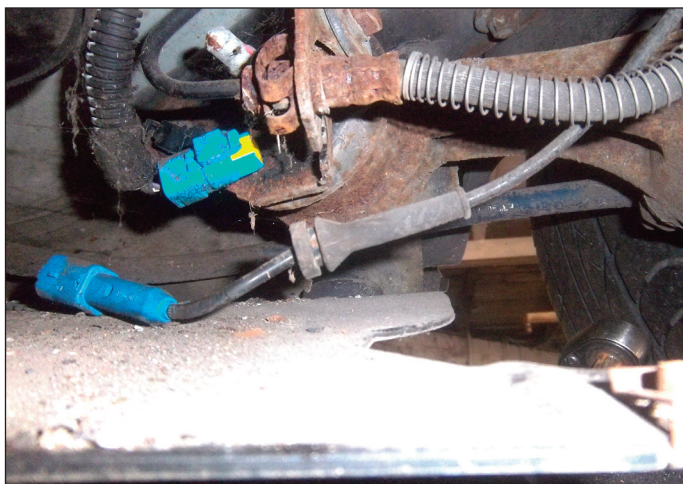
With electronic automatic gearbox problems, plus an ABS light illuminating, the owner of this 2006 Peugeot 1007 was expecting the repair to hit his wallet hard. The Peugeot was not correctly selecting gears, and the owner knew that if left unchecked, this would lead to further problems.

We suspected that if the ABS problem was

solved first, then it was very likely that the gearbox would take care of itself. The reason for this is that the complex gearbox control system relies on vehicle speed information gained from the ABS sensors.

Reading the codes from the ABS system, we discovered that the offside rear ABS sensor had failed. Before ordering up a replacement sensor, we checked the continuity of the loom and connections to ensure that this wasn't the source of the problem. With the wire unbroken and the connection clean, the old sensor was removed and when fitting the new sensor, the code was cleared and the vehicle road tested.

As hoped, the gearbox fault had vanished and now all was working well.



The sensor wire and connection was checked before replacing the old ABS sensor

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